

Today's
Advertisements.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR HAIPHONG.

THE Company's Chartered Steamship

"TUNAN."

Captain Blenheim, will be despatched for the
above Ports, TO-MORROW, the 28th instant,
at 10 A.M.For Freight or Passage, apply to
DOUGLAS LARKE & Co.,
General Managers.
Hongkong, 27th June, 1901. [674c]THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE."

Captain J. Rattenbury, will be despatched as
above on SATURDAY, the 29th instant, at Noon.
The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 27th June, 1901. [661c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the
above Ports, on SUNDAY, the 30th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LARKE & Co.,
General Managers.
Hongkong, 27th June, 1901. [675c]FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE ALGAR."

Captain J. G. Olfert, will be despatched for the
above Ports, on WEDNESDAY, the 3rd July,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 27th June, 1901. [669c]THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO
VICTORIA (B.C.) AND SEATTLE.
Calling also at Tacoma and carrying Cargo
on through Bills of Lading to New York
and other points of the United
States in connection
with the
GREAT NORTHERN RAILWAY CO.'S
LINES.

THE Steamship

"KAISOW."

Tons 3,020. Commander G. A. Rodway,
is due here on 6th July, and will have quick
despatch.For Rates of Freight and further Particulars,
apply to
HARDINE, MATHESON & Co.,
Agents.Consular Invoices must accompany all
Overland Shipments.
Hongkong, 27th June, 1901. [676c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

GEORGE ECKLEY,

Acting Agent.
Hongkong, 27th June, 1901. [7]FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILESIA."

Captain Bahle, having arrived, from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.,
TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd July, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd July, at 5 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 26th June, 1901. [673c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA."

FROM ANTWERP, LONDON, PORT SAID,
SUZ, AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.Goods not cleared by the 3rd July, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,

Superintendent.
Hongkong, 27th June, 1901. [5]Today's
Advertisements.FOR YOKOHAMA AND KOBE.
THE H.A.L. Steamship

"SILESIA."

Captain Bahle, will be despatched for the
above Ports, on SATURDAY, the 29th instant,
at Daylight.This Steamer has Superior Accommodation
for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th June, 1901. [672c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
'Eye Strain' ending in serious forms of disease.
Classes specially adapted in youth to those
requiring them save and preserve the sight.Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE.

[7455b]

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OFAERATED WATERS
IN THE FAR EAST.OUR FACTORIES are constructed
with every attention to the best
principles that sanitary science can
suggest; and our NEW FACTORY
at WEST POINT is the LARGEST
and BEST EQUIPPED in the FAR
EAST.A perfect System of Filtration is
employed guaranteeing Absolute pur-
ity.The Machinery used is of the Latest
Type.A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.The Waters produced are of the
highest class and excellence; as testi-
fied to by the best English makers.A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

BIRTH.

At the Gaol House, Pearl's Hill, Singapore,
on the 17th June, the wife of J. R. INNES, of a
daughter.

DEATH.

At the Gaol House, Pearl's Hill, Singapore,
on the 20th June, the infant daughter of J. R.
INNES.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 27, 1901.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

THE BRITISH
FORCES IN NORTH
CHINA.(From Our Own Correspondent.)
SHANGHAI, June 27th.
12.30 p.m.At Peking yesterday orders were
received for the break-up of the
British forces. Only two hundred
 Fusiliers and one detachment of Ar-
tillery remain to guard the Peking
Legation.Shanghai retains the Rajputs, the
Thirtieth Bombay Infantry and one
Maxim Gun Section.Received 1.00 p.m.
Published 5.30 p.m.

REUTER'S TELEGRAMS.

THE COAL DUTY.

LONDON, June 25th.

Sir Michael Hicks-Beach states that Coal
contracts entered into prior to the Budget
will be exempted from duty until the end of
September.

THE SUGAR DUTIES.

The Sugar clause in the Budget has passed
through Committee.

AUSTRALIA.

A MEMBER EXPELLED FROM
THE VICTORIAN ASSEMBLY.The Victorian Assembly has expelled Mr.
Findley, a Member for Melbourne, and editor
of a labour organ, owing to the latter
producing an article in the newspaper *Free
People* libelling the King.

[672c]

WEATHER REPORT.

The Observatory report says:—
On the 27th at 11.55 a.m. the barometer has
risen on the S. coast of China, fallen on the E.
coast. Pressure is low over Central China and
gradients are slight to moderate for S. wind on
the coast, and in the N. part of the China Sea.
Forecast:—Fresh S.W. winds; squally, showery.

LOCAL AND GENERAL.

The English mail of the 25th May has been
delivered in London on the 24th inst.The Government dredger we learned enquiry
will be raised in a few days, the arrangements
not being yet complete.PRIVATE advice from Port Arthur states, says
the *China Gazette*, that the plague has got a
firm hold on that place.THE West River is still rising and now stands
at 60 feet above summer level. This is a
record for this time of year.THE Sanitary Board's recommendation that the
Kennedy Town Plague Cemetery be planted
with trees, has been approved by the Govern-
ment.THE construction of a new approach path to
Kennedy Town Plague Cemetery, as recom-
mended by the Sanitary Board, was sanctioned
on the 19th inst.A VERY pretty wedding took place this afternoon
at St. John's Cathedral between Mr. Wallace
C. Bridger and Miss Florence A. Theaker.
There was a large attendance of friends. Miss
Doris Farmer acted as bridesmaid with becoming
dignity.THE *Straits Times* says that a speculative
Chinese at Kuala Lumpur hired a piece of
water called "Pudu Dam" from the Sanitary
Board for \$15 per month for the purpose of
rearing fish for the local market for fry
brought from China. The fish imported are
species of the genus *Hypophthalmichthys* and
one species of *Ctenopharyngodon*; all of them
very valuable for food, but at present the price
charged is rather prohibitive, being 60 cents
per catty. The name seems rather prohibitive,
too, but there is no doubt it is a big mouthful,
and therefore good for food.THE division of Marines at Toulon which has
served in China is to shortly receive its share
of the spoils made by the French in the
part of the expedition. The regiment of
marines will divide \$2,400 in money, and the
men of the 8th Regiment about £1,600. Noth-
ing is mentioned about officers' shares, but
every soldier will get about £16 or £18; a
few lucky ones who took part in several looking
expeditions will get as much as £44. General
Coronet has decided that every man back from
China shall be sent home on three weeks leave,
so that he may take his prize back to his
relatives and not squander it at Toulon.THE *S. F. Call* of the 28th inst. notes a case
of collecting a debt which appears curious to us,
but is no doubt the usual thing in Texas:—
"Judge" Roy Bean (they are all judges or
colonels in Texas) notorious throughout West-
ern Texas and the subject of a magazine article,
entitled "The Law West of the Pecos," again
distinguished himself last night by going
through a Pullman car while the west-
bound Southern Pacific train was stopping
at Langtry, and with a large Colt's revolver
in his hand, collecting from an Eastern
tourist 35 cents which the latter owed him.
The tourist had bought some beer at the
"Judge's" saloon; but neglected to pay for it.
Going through the sleepers Bean peered
into each passenger's face until he found his
man, when he said to the fellow: "Thirty-five
cents, or I press the button." Upon being
handed a dollar bill he gave the tourist his
correct change, and as he left the car remark-
ed to the passengers: "That's the kind of an
hombre I am. I am 'the law West of the
Pecos.'" The other passengers were badly
frightened, believing that Bean was a train rob-
ber, who meant to hold them up.We regret to hear of the death, at St. Peters-
burg, of Dr. E. Breichneider, one of the most
distinguished Sinologists of his time says the
China Gazette. It is not long since we had
deplored the death of another well-known
resident and medical man in the person of Dr.
Dudgeon. Now the loss of another well-known
Peking resident has to be noted. For many
years Dr. Breichneider was physician to the
Russian Legation at Peking, and took advan-
tage of his exceptional position to devote him-
self to the investigation of Chinese archaeology,
&c. One of his most famous works is a
"History of Botanical Discoveries in China"
and the map of China which was issued to
accompany it, which is about the best map
obtainable by the ordinary unofficial. Among
other works from his pen are:—"On the Study
and Value of Chinese Botanical Works";
"Fu-sang, or Who Discovered China"; "On
the Knowledge possessed by the ancient
Chinese of the Arabs and Arabian Colonies";
"Notes on Chinese Medieval Travellers to the
West"; "Archaeological and Historical Re-
searches in Peking and its Environs";
"Medieval Researches from Eastern Asiatic
Sources." Dr. Breichneider was an honorary
corresponding member of the Royal Geograph-
ical Society, as well as of many other
societies.

THE MORTALITY RETURNS FOR THE COLONY.

The Mortality returns for the Colony for the
week ended 31st instant show a mortality of
43.2 per 1,000 per annum. For the week ended
15th instant the mortality was 44.4 per 1,000.A CONTINGENTARY states that Messrs. Mower
& Co., Kamakshi, Burma, have applied for a
patent in respect of a floating rice mill to be
designated the "Mower & Co. patent floating
rice mill."THE Mortality return for Macao for the week
ended 9th instant shows 66 deaths, 17 of which
were from plague. During the week ended
16th instant there were 65 deaths, 28 being
from plague.As appears to be inevitable after heavy rain,
no Reuter's telegrams had arrived up to the
time of our going to press, says the *Siam
Observer* of the 12th inst. We are sorry for
our contemporary, if they were short of copy,
but they really haven't missed much.A BANGKOK paper says:—The *St. Enoch* can
dredge down to 47 feet and lift 16 tons per
minute. We wonder how long it would take
for a couple of vessels of this class to dredge a
direct channel through the Bangkok Bar, and
how much it would cost per annum to keep
such a channel open?WE shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 30
Queen's Road Central. The wrapper will
enable us to check the delivery copies.A HAVAS TELEGRAM, dated Paris, June 18th,
states that the Yunnan Railways Scheme
stipulates that the concessionaire must con-
struct at his own risk and expense the Lao-Kay
Yunnan-sen line. He takes over the Haiphong
Lao-Kay line. The whole Haiphong Yunnan-
sen line is leased for 75 years. It will be
worked at the risk and expense of the con-
cessionaire, who will divide the profits with
Indo-China. The Capital for construction and
working is estimated at 100,000,000 francs.THE Calcutta financial and industrial journal,
Capital, observes with brief comment, that car-
penters in Christmas Island seem to do them-
selves very well. In Mr. Clayton's annual
report upon that Island for 1900 it is set forth
that "the Cantonese carpenters frequently send
on their own account for extra delicacies from
Singapore. On one occasion, I am told, they
ordered champagne, when a liquid so labelled
was duly supplied to them." We trust, says
our contemporary, that the liquid was as dry
as the official sense of humor.THE *Nagasaki Press* says:—Japan is well re-
presented at the Glasgow Exhibition. The
exterior of the Japanese building presents nothing
remarkable, but the exhibits present an
artistic display of extraordinary beauty and
value. One is a screen of silk needlework
representing a landscape near Kyoto, in which
the tints of the foliage and water are reproduced
with wonderful brilliance and delicacy. An-
other screen of lacquer, inlaid with carved and
coloured ivory and enamel, is priced at
£1,000, and there are others still more valuable.
Bronzes, porcelains, and books go to make up
a nearly complete collection of Japanese arts
and crafts. A good many of the articles came
from the Paris Exhibition.WE would call the attention of our readers to the
offer of a prize of fifty dollars made in our lead-
column of the 11th instant. As will be seen,
the prize is to be given for the best sketch of a
project for the capture of the Island by a hostile
force with a view to the destruction of the Naval
Yard, Arsenal and Barracks. This is a subject
which should readily interest our readers, and
we trust that we shall have a good batch of
manuscripts to consider. Articles should not
exceed two thousand words in length; they
must be written on one side of the paper only
and should reach this office before 5 p.m. on
Saturday, 29th inst. All articles to be address-
ed to:—The Editor,
"Hongkong Telegraph,"
50, Queen's Road Central.THE *Nagasaki Press* learns that the Mitsui
Bussan Kaisha has obtained the contract for
the supply of bunker coal to the United States
army transports, for the latter half of the pres-
ent year. Sealed proposals invited for the
coal supply were opened on the 1st inst. at the
United States Depot Quartermaster's Office in
the Nagasaki Hotel, and the tenders were after-
wards forwarded to the authorities at Manila, by
whom the Mitsui Bussan Kaisha was notified
on Tuesday last of the acceptance of their
tenders. Tenders had been also sent in by
the American Trading Company, Messrs.
Holmes, Kinger & Co. Messrs. Isaacs Brother,
Messrs. Taylor, Cooper & Co., and Taniguchi
Kato Shokai. The offer accepted by the
American authorities was for the supply of
Mitsui coal at \$3.30 U.S. gold per ton.The following is one of the latest samples
of the stamp collector's ingenuity that has come
to the notice of the *Bangkok Times*; it comes
from Belgium:—Honourable Sir,—Mr. Horace Schott Consul
at Gibraltar sent me just now your newspaper
which is most interesting and three stamps of
Siam for my collection. I take the respectful
liberty to pray you to send me for my collection
all the different stamps of Siam which are now
in use, from the lowest to the highest value in-
clusive and to put them on the letter to me and
to let the letter be registered at the post
office. I shall then send you the money for it.
My husband is Consul of United States.—If you
have still other stamps from Straits Settlements,
China, Hongkong, Shanghai or other countries
I shall be also very grateful to you if you send
them to me.Yours very respectfully,
Mrs.That may be genuine, though we were not
aware that in the inner circle married ladies
put "Mrs." as part of their signature. But do
even collectors oblige one another in this
fashion? If any collector wishes to send the
stamps, we shall be happy to furnish the ad-
dress.WE call the attention of our readers to the
letter in another column, signed "Dubo," on a
very important subject—the re-occupation of
Beaconsfield Arcade. The letter is written by
a well-known medical man in the Colony, an
acknowledged authority on plague matters.THE *World* says:—Captain A. W. Carter, who
has been appointed to the battleship *Glory* as
Flag Captain to Sir Cyprian Bridge on the
China Station, should have a promising career
before him. He is only forty-five, and he will
soon have spent two years in his present rank.THE *Selangor Government Gazette* notifies
that the name of "Port Swettenham" has been
given to the new harbour situated at the mouth
of the Klang River at Kuala Klang, and that
such designation is to be used in future upon
all records, bills of lading and other documents
having reference to the said port.We strongly endorse the views of the Medical
Officer of Health, as laid before the meeting of
the Sanitary Board this afternoon, as regards
the ornamental fretwork cornice to be seen in
almost all houses in Hongkong. The rats
make regular marine parades of them, and
carry on their courtships and quarrels over
them at night. The fretwork is a source of
dirt collecting too, as it can hardly be got at to
clean.THE Cricket Match, *Glory* versus Yokohama,
was watched with much apparent interest by
quite a number of the gentler sex, one fair
stranger, in biscuit colour, with a very pretty
"lamp-shade" hat, exciting considerable ad-
miration. The ladies were all agreed as to the
good looks of the visiting team, and thought it
such a pity two of them should have tattooed
their "nice arms." But they admitted, sotto
voce, that the game itself was a fearsome mys-
tery to them; in fact the Queen of Portugal's
opinion was pretty general, "What an amount
of exertion for so little result." The day was
warm, but steaming hot tea, partaken of on a
breazy verandah, in pleasant company, and with
cucumber sandwiches is, like Epps's Corna,
grateful and comforting. Mrs. Killy, and her
bevy of young helpers, which included the
Misses Killy, Miss Hilary Moss, Miss Herb,
and Miss Dorothy Allen, had plenty to do, and
would have had more, only that a slight paucity
of chairs drove a good many would be tea-
drinkers into going "empty away." The
Glory's Band was most enjoyable, and played,
amongst other things, a delightful selection
from "The Belle of New York."—*Box of
Curios.*ALTHOUGH none of the English papers in
Shanghai appear to have been supplied with a
copy of the award of the Court of Consuls in
the Arbitration on the question of the demand
by the French military authorities for an in-
demnity for the death of Bagler Dalle, which
was alleged to have been caused by the treat-
ment he received at the hands of the Municipal
Police during a disturbance near Chapoo Road
on Sunday, 7th April, the translation in the
Echo de Chine of the decision given by the
Court, shows that the account we gave of the
affair was substantially correct, says the *Shang-
hai Mercury* of the 21st inst. The decision is
to the effect that the unfortunate bugler met
his death in consequence of injuries he re-
ceived through collision with a jinrikisha.The decision adds that the French soldiers
arrested ought to have been handed over to the
local authorities when demanded, and that
the French soldier Grenier was treated with
unjustifiable violence at the Hongkew Station,
especially while still a prisoner at the bar.The sergeant in charge of the Hongkew Station
having telephoned to the station of the military
police after having received notice of the trouble
in Boone Road, the police were justified in
using all their efforts to maintain order till the
arrival of the military guard.THE FATAL ACCIDENT AT THE
KOWLOON DOCKS.Further enquiries as to the fatal accident of
Tuesday night, which occurred at the Docks,
prove it to be one of the strangest cases heard
of. On the night of the 25th about 10 men
were working in the propeller shaft tunnel of
the U. S. *Arcturion*. While engaged coupling
the shaft a net weighing about 6 pounds fell
on to a tin of some Japanese preparation of a
spirited nature which instantly ignited. The
flames burst forth between the men at work and
the entrance to the tunnel. They endeavoured
to escape up a ventilator but two were caught by
the fumes given off and falling down perished
at once, 5 more were burnt so terribly that they
have since died.There was 15 lbs. of lard consumed in the
flames but fortunately a large tin of Japanese
driers did not take fire. One of the injured
men removed to the Government Civil Hospital
died this morning. It is important to note
that none of the inflammables were the prop-
erty of the Dock Co but belonged to the ships.
How they came to be in the tunnel is not yet
explained.

THE PLAGUE.

Number of cases reported (Chinese) 1,404
up till noon of the 26th (Other Asiatics) 46
June, 1901 (Europeans) 25Number of cases reported (Chinese) 1
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of cases reported to date 1,476

Number of deaths reported (Chinese) 1,364
up till noon of the 26th (Other Asiatics) 32
June, 1901 (Europeans) 9Number of deaths reported (Chinese) 1
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of deaths recorded to date 1,410

Since noon on Saturday last the cases and
deaths are:—Cases Chinese 51
Other Asiatics 0
European 2

Total 53

Deaths Chinese 55
Other Asiatics 1
European 0

Total 56

The plague returns for last week were:—
Cases 1,555
Deaths 1,552The returns for 26th June, 1894, were:—
Total deaths to date 2,744
New cases in previous 24 hours 179
Deaths in previous 24 hours 179

PLAQUE PRECAUTION.

A minute from the Medical Officer of Health,
reading as follows, was laid on the table at this
afternoon's meeting of the Sanitary Board:—The experience of the present epidemic of
Bubonic Plague has convinced me of the great
objection to ceilings of the type so common in
Hongkong, and to wooden skirting-boards, in
connection with the spread of plague by rats and
other vermin, in consequence of the facilities
which they afford for rat-runs and for the
accumulation of all sorts of filth. I would sug-
gest, therefore, that a warning be inserted in
both the European and Chinese Press to the
following effect:—

RATS ON THE PARADE GROUND.

The following letter from H. E. Major General Gascoigne, to H. M. the Governor with other correspondence, was laid before the Sanitary Board at to-day's meeting:—

My attention has been called to a statement made in the *China Mail* of last evening (17th) in which it is said that it is believed that a very large number of rats have been found in the New Parade Ground &c. &c. This is in continuation, no doubt, of some utterances of Dr. Clark at a recent meeting of the Sanitary Board. As your Excellency is aware I at the time did not quite endorse the views entertained by Dr. Clark and requested that the matter might receive further attention. Owing to an accident my memo to your Excellency was not brought up before the Board and as time elapsed I thought it best to let the matter drop. But now that the matter has again cropped up I would request your Excellency to bring the matter up for full investigation. It is not for a moment suggested that Dr. Clark has made his statement carelessly or carelessly. What is contended by Major Williams (in charge of the Parade Ground) is that Dr. Clark has been misinformed by his people as to the amount of rats found in the immediate neighbourhood. Major Williams' contention is that if rats in any number were found in the neighbourhood he would have seen them, whereas, with all the search possible made after his attention had been drawn to the matter, he has not seen them; neither have they been seen in any numbers in Murray Barracks. Only one dead rat has been found on the Parade Ground during the last eight months. Major Williams is living in a tent on the Ground and it would be impossible for rats to be there in any numbers without his seeing them.

Our contention is that the people from whom Dr. Clark has received his information have mistaken him.

I would certainly desire, therefore, that attention be drawn to this.

A Minute from Dr. Clark was attached as under:—

The Inspector of the district reports that, during the past two months, over 2,000 dead rats have been found in the neighbourhood of the Parade Ground and the Cricket Ground. This averages over 30 a day. Further comment is, I think, needless. These rats were collected within a radius of 200 yards of the Parade Ground. If we count only those from the City Hall, Government Offices, Murray Barracks and Beaconsfield Arcade, they total 1,080 for the two months, or over 17 per day.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PROPOSED REOPENING OF BEACONSFIELD ARCADE.

To the Editor of the "Hong Kong Telegraph." Sir,—Will you permit me to earnestly entreat—to beg—to pray intending occupants not to resume residence at Beaconsfield Arcade for a further period of at least three months. This entreaty on my part is but a public duty.

Yours, etc., "BUBO."

Hongkong, June 26th, 1901.

AT THE MAGISTRACY.

A CREDITABLE ARREST.

Kwak Hing was charged by R. Adlington P. C. 61 with being in unlawful possession of and assaulting him in the execution of his duty.

P. C. 61 sworn, in said at about 6.40 a.m. this morning I was on duty on the Praya East. I saw some men landing coal out of a boat on to the Praya. As soon as they saw me, one shouted Sergeant and they ran away. I boarded the defendants' boat and was knocked by him into the harbour with a boat hook. I hung on to the boat for about 10 yards and climbed aboard. I caught hold of defendant but he got away and jumped into the water and was arrested subsequently on the boat. There were 40 entries of coal.

The defendant stated he got the coal while shipwrecked and the constable fell into the water when he tried to board the boat.

Mr. Hazland sentenced the defendant on the first count to 14 days' hard labour and on the second three weeks, sentences to be consecutive.

STEALING CLOTHES.

Leung Shui, a seaman on the s.s. *Flintshire* was charged with stealing \$250 worth of clothes. Walter Henderson and Police Constable 109 gave evidence, and the defendant was sent to goal for one month.

SUN YAT SEN'S SCHEMES.

Among the arrivals in Yokohama by the *America* steamer was Mr. Sun, says the *Kobe Herald* of the 19th inst. the well-known Chinese reformer. He came immediately from Honolulu, where he has been visiting his family for some months. According to a Reuters telegram, which has appeared in the foreign press, Mr. Sun-Yat-sen stated in Honolulu that he aimed at the overthrow of the Emperor-Dowager and her Mandarins and is backed by a strong force.

In conversation in Yokohama on Monday with a representative of the *Japan Gazette*, while not denying the truth of this statement and indeed confirming its substance, Mr. Sun-Yat-sen stated clearly that he did not wish to talk politics.

"Things will be worse in China before they are better," he said emphatically. "I think before very long." Just now everything is unsettled and I have not had time to inform myself thoroughly since my arrival of the latest news from China. I do not think the Chinese Court has any sincere intention of returning to Peking, but will probably take up its position at some other point than Sian, where it will have closer communication with the Yangtze.

"As to the claims of the rival nations in China, it is clear that England and Russia both profess friendship from interested motives. Russia wants an outlet for her railway and England wants to increase her trade. Germany has also trade interests. Of course Russia is closer ethnologically than other nations, but I would not advise China to trust to her professions of friendship. England's attitude is more aboveboard and the opening of China to trade would be mutually beneficial. I think that Japan could have great influence in China by the friendly introduction there of modern methods through the similar language and customs of the two countries.

"But radical reform in China can only come through the sweeping away of the Manchu dynasty and its corrupt officials and the adoption of European methods in business and government administration. The Emperor is probably a good man but weak. I was on the same steamer as U. S. Minister Conger and he agreed with me that the Emperor was weak—a very child he said. Li Hung-chang is an able man but too much infected with Manchu ideas. Chinese reform will come through the

CONSERVANCY OF THE WHANGPOO RIVER.

SHANGHAI, June, 26th.

The Boxer trouble was no exception to other ill-winds and one of the most substantial advantages which it has brought in its wake is no doubt the fact that we are within measurable distance of having our river properly conserved by a regularly constituted Board. Had not the Foreign Powers got the upper hand of China by reason of her last year's madness, the probability is that the state of the question, which was first mooted by the Shanghai Chamber of Commerce in 1898, would have been now in the same position as it was at its inception. The people who could consider the Whangpo as a heavenly sent harrier, would not be likely to realise the fact that Shanghai as a seaport is doomed to certain extinction if nothing is done speedily to prevent the silting up of the river which is slowly but steadily going on before their very eyes. In fact the last two or three P. & O. steamers had to lighten a good deal in order to get over the Outer Bar. However, as things have turned out, the Chinese will no doubt be given the opportunity very soon of taking the Bar back to where, as they would have us believe, it came.

The history of the conservancy question is briefly this. In 1898 the Chamber, having received some official encouragement, appointed a committee to draw up a scheme. This committee at once set to work and discussed the question in all its bearings, not only with all the representatives of the shipping interests here, but also with merchants and others who could give sound views on the subject. The Chamber then made a report and the question fully discussed. The outcome of all this was that a very comprehensive and feasible scheme was drawn up and submitted to the Consuls. These gentlemen deemed some alterations necessary and made recommendations accordingly to the Chamber. A great deal of discussion then ensued until in April, 1899, the final scheme was drawn up, approved by the Consular body and sent on to Peking. In due season a reply came from the Ministers to the effect that they felt bound to consult their respective governments in the matter. The Chamber then applied to the good offices of kindred institutions in the principal European capitals in order to get the scheme sanctioned. The Chamber waited a year and not hearing again from Peking wrote to the Doyen of the Diplomatic Corps in June, 1900, enquiring about the fate of the scheme. It appears that this letter never reached Peking and the probability is that it was seized by the Boxers. Their trouble was now raging and nothing further was done until last spring, when another letter was sent by the Chamber reminding the Ministers of the correspondence regarding the Conservancy scheme. Shortly after this Mr. Hewitt, then whom no one has a better grasp of the question or has taken more interest in the subject, went North on a short holiday and in Peking met all the Ministers with the exception of Mr. Pichon, and discussed matters with them in his capacity of Chairman of the Council and Vice-Chairman of the China Association. Among the numerous questions discussed, of course the Conservancy scheme took precedence, and the outcome of these discussions was the appointment of five Ministers to form a committee on the Whangpo Conservancy question.

Mr. Hewitt left Peking three weeks ago with every hope that the question would be soon definitely settled, but from the telegram which appeared in our last night's issue it seems that some important question, and not mere details as we are asked to believe, has cropped up, perhaps some unexpected obstruction on the part of the Chinese authorities.

The Chamber, we understand, on the receipt of the telegram from Peking felt the difference in asking Mr. Hewitt to proceed again to Peking, but as there is no other member who has a better command of the subject, the Chamber very wisely concluded to trust to Mr. Hewitt's proved public spiritedness and invite him to undertake the mission. And they were not far wrong in their trust. On being asked this morning by a representative of this paper whether he could spare the time from his own work and that of the Council, which must have accumulated a good deal during his late absence, Mr. Hewitt simply replied, "I am afraid I will have to go."

We are informed by the Secretary that the Chambers received the telegram, referred to in our yesterday's issue, requesting that a member of the Chamber be sent to Peking as soon as possible in order to confer with the Committee of Ministers about some matters of detail in the Whangpo River Conservancy scheme, after to which on Wednesday morning and it was acted upon at once. Of course we did not imply that the Chamber had not replied to the telegram as any one of ordinary intellect would conclude, but we did imply that up to the time of going to press no member of the Chamber had started for Peking.

At the Police Court on the 26th inst., the 14 prisoners arrested in connection with the theft of notes and gold to the value of over \$270,000 from the Hongkong and Shanghai Bank were arraigned before Mr. Mitchell.

Mr. Fort appeared for the police, and asked that the case might be postponed for a week. A certain portion of the money, he said, had been found at Colombo, and on Monday last a telegram was received from India stating that one of the persons implicated had been arrested there. It was impossible to bring this man before the Court for some time.

The Magistrate—Has all the property been recovered?

Mr. Fort replied that not the whole, but the greater portion, had been recovered; there were from eight to ten thousand dollars still missing. The man arrested in India was one of the chief persons wanted. Mr. Fort asked for a postponement for a week only, and he would then be able to say what definite charges would be framed against the prisoners.

Mr. Delay asked for bail for two of the prisoners, Ana Nana Nohamed and Kayder Mydin. Their names were not mentioned in the information of the case, and they were only charged with receiving, not with taking part in the theft. No evidence had been given against them, and no information laid to say what was the charge, nor was any specific sum mentioned.

The Inspector in charge of the case replied that the charge against the prisoners was that of receiving \$3,000 of the stolen money. Mr. Delay—The prisoners were not arrested on a warrant.

The Magistrate—Are your clients prepared to give bail?

Mr. Delay—Yes, substantial bail if necessary.

The Magistrate said he would postpone the case for a week, and grant bail to the two prisoners in the sum of \$2,000 each.

Mr. Battenburgh applied for bail on behalf of Ana Nina Pillay, on the same grounds as set forth by Mr. Delay.

The Magistrate—Bail granted \$2,000.

It was mentioned to the magistrate that \$3,000 of the money was found on the prisoner, and the Magistrate enlarged the bail to \$3,000.

Mr. Van Cuylenburg asked for bail on behalf of Singanor, on the grounds that the prisoner was not mentioned in the information.

Bail was allowed in the sum of \$2,000.

Mr. Van Cuylenburg also asked for bail for Katchie Mydin.

Mr. Fort opposed.

Mr. Van Cuylenburg said this prisoner did not appear to have taken any active part in the offences and no money was found in his possession. The information did not disclose that he took any active part in the robbery; the man Abdul Kader appeared to have done it all.

The Magistrate refused to grant bail. Mr. Lowell asked for bail on behalf of Abdul Bakar. The only offence against this prisoner, he said, was for giving the keys to another tamby and the charge was for retaining 23 keys the property of the Hongkong and Shanghai Bank. Bail refused.

Mr. Battenburgh applied that the bail raised from \$2,000 to \$10,000 in the case of Nina Pillay, might be reduced. The \$3,000 found on the prisoner were not notes belonging to the Hongkong and Shanghai Bank, but Government notes, and prisoner's own money.

The Magistrate—I don't feel inclined to alter my decision.

Mr. Van Cuylenburg applied for prisoner Papanali. This woman, he said, was the person who gave the whole gang away.

Bail was allowed in the sum of \$500. Katchie Mydin and Muta Kananar were admitted to bail in sums of \$2,000 and \$10,000 respectively.

All the other prisoners were remanded in custody, and the case was postponed for a week.—*Straits Times*.

BAMBOO SEED FOR FOOD.

We take the following notes from the *Indian Forester*—

It would not appear to be very generally known that the seed of the bamboo is not only fit for consumption by man, but that in this corner of India it is being collected and so consumed as a delicacy by the natives. How far outside the Dharwar district the seedling is taking place I am unable to say. It undoubtedly extends some distance into Kanara. Heretofore *talabus* are alone involved. In them it is rarely possible to meet with a single culm not undergoing the process. The approximate area may be stated at 75,000 acres, extending fifty miles from north to south, along belts three to eight miles broad. It is generally admitted in this area that but for this prolific seedling, owing to the great scantiness of the rainfall during the past two seasons, the poorer classes would have been hard pressed.

The fact that there has been an unprecedented deficiency in the rainfall over a tract of country which is almost invariably well favoured in this respect, leading in its turn to a sudden seeding of the bamboo, is significant and of interest, but with the aspect of the question I am not at present concerned except in so far as to incidentally draw attention to the old Brahmin saying, "When the bamboo produces sustenance we must look to Heaven for food." The purely local inhabitants are not the only ones who are taking advantage of the present situation. The news has spread far and wide into territories where forests do not exist, and the influx of the people represents a serious factor in the preservation of the reserves from fire. It is a common thing to see cart-loads of bamboo grain plying along our roads where but a short while back grain in any form was at a premium. As it seemed doubtful whether any attempt to place a check on this wholesale removal would succeed on the one hand, or be desirable on the other, no action is being taken to arrest it.

When the seed is ripe, a very slight shaking of the culm causes the seed to fall to the ground. The seed is either mixed with rice or "jowari," or eaten by itself, prepared into the ordinary flat cakes of the country, termed "chapatis." It is said by the natives to be sufficiently nutritious; and the mere fact that it is so largely collected shows it to be so. Nevertheless it would be of interest to ascertain what percentage of proteins the flour contains, and where it would stand in the scale as a nourishing form of diet. It has been found that two women can collect about 8 lbs. of the seed in the day, which, after the removal of the husk and bran, is reduced to 6 lbs. This quantity will make 30 cakes seven inches in diameter, or sufficient, it is said, to feed an able-bodied man for six days. It is interesting to note that the flour is being bartered in local markets by the poor for "chilies" and other condiments; but there is, so far as recognised market rate, My horse, bullocks, goats and sheep refuse to touch the bran referred to, even when mixed with their ordinary grain. The seed is eaten raw under protest, but when cooked is more appreciated.

THE OLDEST MUMMY IN THE WORLD.

The most recent addition to the British Museum is perhaps the greatest wonder in that storehouse of wonders. It is the body of a man found in Egypt. In itself it is not so wonderful, for Egypt is a vast cemetery from which have been unearthed the bodies of men and women who lived and died ages before Rome was dreamt of, and amongst them the corpses of greatness fill many a page of history. We can look on the forms of Seti I, Ramesses II, a Sesostris, the Pharaoh of the oppression and of Ramesses III, and see them as they were in life. But the dead man, whose body now lies in the Upper Egyptian gallery, has an interest and an importance all his own. For he was not an Egyptian, but one of a race that inhabited the Nile valley before the Egyptian occupation. The body was found in a shallow, oval grave scooped in the sandstone, and covered with slabs of unheavened stone. The hole was too full length, and it was accordingly placed in a curious posture. It lies on its left side leaning slightly forward. The face rests upon the two hands, and the knees are drawn sharply up almost to the breast. Around the body are earthen jars which contained funeral offerings, and between the stomach and the thighs are deposited flint knives of neolithic pattern, the attitude is almost precisely that of human remains found in the cemeteries of Balas and Sakharah by Mr. Flinders Petrie. We may indeed infer that they belonged to the same race, and that this was the ordinary mode of sepulture.

But the body under discussion possesses a value superior to the other specimens of its race. For while the remains found at Balas and Sakharah consisted only of bones, the body in the British Museum is in an almost perfect state of preservation. It was not mummified after the fashion so familiar to us from the Egyptian tombs, but has been preserved mainly by desiccation, to which its having been covered with a thin coat of bitumen has contributed. The body is quite uncovered and naked; the legs and arms are shrunken, to the mere thickness of the bone; the face has lost most of the covering and flesh, and some portions of the scalp are gone. Much of it, however, remains, still bearing a thick crop of curly reddish brown hair, while the torso, though emaciated, is singularly little altered. We can clearly see the wrinkles of the skin where the

sepulture, and we are able to establish the fact that the man was of a fair-skinned race. Little is known of this race at present, but the latest discovery will doubtless stimulate a similarly conjecture. In any case it is certain that we can now behold by far the most ancient man ever yet seen in the flesh. The imagination almost reels at the abyss of time that lies between us and him. Of all the body makers who visited the museum of Easter and thronged round the dead body held quite a levee every day and all day—very few suspected that they were looking at a man whose life was ended long before the time of Abraham, thousands of years before the date assigned to Adam by the biblical chronology of Archbishop Ussher. The date thus assigned to Adam is 4004 B.C. the great Pyramid was built by Chufu, a Cheops, about 3700 years B.C. But Chufu is a King of the 19th Egyptian Dynasty, which was probably at least one thousand years later than Moses, the first King of Egypt. Maspero in "The Dawn of Civilization," and in this he is supported by Chabast, considers that the Egyptians were in the valley of the Nile anything from eight to ten thousand years before the Christian Era. And although it is not necessary to assert that the Egyptian race flourished entirely disappeared at their coming, it gives its some idea of the almost awful antiquity of the man whose body now lies in Bloomsbury, a man of the Neolithic period. It awakens curious reflections.—*The Asian*.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1898.
Barometer..... 29.763
Thermometer..... 80.7
Humidity..... 81.0
Rainfall..... 16.466

TO-DAY.

Barometer..... 29.80
Temperature..... 83
Humidity..... 74
Rainfall..... 0.07

TO-MORROW.

Chinese—1st of 5th moon of 27th year of Kwun-si.
Sun—Rises..... 5hr. 19min.
Sets..... 6hr. 42min.
High water—Morning..... 6hr. 42min.
Afternoon..... 6hr. 42min.
Low water—Morning..... 6hr. 42min.
Afternoon..... 1hr. 10min.

ANNIVERSARIES.
1857—Cannopore massacre.
1858—Treaty between France and China signed.
1866—The s.s. *Prince Albert* confiscated by the British Consul and Customs at Canton.
1870—Btl of Clarendon died.
1896—Slide of the Rev. Nestor de Castilho at Macao.
1897—Loss of the Russian ironclad *Ganjour* in the Baltic.

1898—Belgian contract to construct the Luhan Railway signed.—Egyptian Government refuse to allow Spanish fleet to re-coal.
1899—E. & A. S. S. Co.'s steamer *Arling* grounded on Vernon Island.

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High water—Morning..... 6hr. 42min.
Afternoon..... 6hr. 42min.
Low water—Morning..... 6hr. 42min.
Afternoon..... 1hr. 10min.

ANNIVERSARIES.
1857—Coronation of Her Late Majesty Queen Victoria.
1840—Blockade of the Canton River commenced.
1851—Death of Lord Raglan, Commander-in-Chief in the Crimea.
1874—Loss of the s.s. *Lap Tek*.
1897—Loss of the s.s. *Hai Phong* near Yokohama.
1898—Third expedition to Manila left Frisco.
1899—Earthquake in Italy.
1899—Fight between guard-boat and lili station near Wuchow.

AGENDA.

TO-MORROW.
Daylight—N. Y. K. steamer *Hitachi Maru* leaves for Marseilles and London.
4 p.m.—N. Y. K. steamer *Rosetta Maru* leaves for Sydney and Melbourne via Manila etc.
Cargo ex *Sunda* subject to rent.
(Abut)—P. & O. Co.'s steamer *Malacca* leaves for Shanghai and Japan.
5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila.

SATURDAY, 29th.
(Abut)—P. & O. Co.'s steamer *Japan* leaves for London.
2.30 p.m.—Public Auction by Messrs. Hughes and Hough at No. 17 Des Voeux Rd. Gymkhana at the Happy Valley.
Cargo ex *Flintshire* subject to rent.

SUNDAY, 30th.
The O. S. K. Co.'s steamer *Datigi Maru* leaves for Coast Ports.

MONDAY, 1st July.
Cargo ex *Heathburn* subject to rent.

WEDNESDAY, 3rd.
H. K. V. Co.'s Promenade Concert at the Volunteer Parade Ground.

THURSDAY, 4th.
Norn—T. K. V. Co.'s steamer *America Maru* leaves for San Francisco, via Shanghai, etc.

SATURDAY, 6th.
Norn—P. & O. Co.'s steamer *Chusan* with mails etc., leaves for Europe.
12.15 p.m.—Meeting of the Shareholders of the Hongkong Electric Company Ltd., at their offices.

THURSDAY, 11th.
Norn—N. D. L. Co.'s steamer *Kiautschou* with mails etc., leaves for Southampton.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

June 27, *Sachsen*, German str., for Europe.
June 27, *Coptic*, British str., for San Francisco.
June 27, *Clara*, German str., for Hoihow.
June 27, *Illia Norack*, Ger. str., for Shanghai.
June 27, *China*, Brit. transport, for Calcutta.
June 27, *Ula*, British transport, for Calcutta.
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Mr. MacArthur, and officer *Esmeralda*, is promoted 1st officer, of that ship.
Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.
Mr. Gibson, chief officer of the *Hailan*, has been transferred to the *Hailong* in the same capacity.

June 25th.
Mr. Fraser ex 3rd mate of the *Diamante* is promoted 2nd mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Hailong*.

Mr. A. B. short is acting chief officer of the *Hailan*.

Mr. C. Walker, late 3rd officer of the *Hailong*, is promoted 2nd officer of the *Hailan*.

Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Hailong*.

Mr. Fairfield, has been appointed supernumary and officer of the *Hailan*.

June 26th.
The officers of the s.s. *Tinian* are, Captain O. Anderson, chief officer C. Webb, 2nd A. Burn, 3rd J. Carlo, chief engineer J. Runcie, 2nd M. Murray, 3rd P. Maquire, 4th J. Smythe, chief steward J. Wilson.

SHIPPING AND MAIL NEWS.

French (*Albania*) 2nd prox.
American (*City of Peking*) 4th prox.
Canadian (*Empress of Japan*) 9th prox.
American (*Guelic*) 12th prox.
American (*Hongkong Maru*) 20th prox.

The Silk ex N. P. S. S. Co.'s steamer *Tacoma* arrived at New York on the 22nd inst.

The Canadian Pacific Railway Co.'s steamer *Athenian* left Yokohama for Vancouver on the afternoon of Wednesday, 26th inst.

The P. M. S. S. Co.'s steamer *Coptic*, will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, on Tuesday September 10th at noon.

The P. M. S. S. Co.'s steamer *City of Peking*, with Mails, &c., from San Francisco to the 6th inst., via Honolulu, had arrived at Yokohama, and will leave for this port tomorrow morning via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

| Arrivals | at | Kowloon | Dock |
|---------------------------|----|---------|------|
| <i>Archibut</i> | " | " | " |
| <i>Union</i> | " | " | " |
| <i>St. Enoch</i> | " | " | " |
| <i>Sussex</i> | " | " | " |
| <i>June</i> | " | " | " |
| <i>Australian</i> | " | " | " |
| <i>Iris</i> | " | " | " |
| <i>Hailan</i> | " | " | " |
| <i>Colonies</i> | " | " | " |
| <i>Munchen</i> | " | " | " |
| <i>Simangon</i> | " | " | " |
| <i>Marchal de Villars</i> | " | " | " |

PASSED THE CANAL.

Outward—17th May—*Rhein*, *Crusader*, *Imogene*, 24th May—*Min*, *Ranshan*, *Shirley*, 28th May—*Silesia*, (German) *Agamenon*, *Pioneer*, 31st May—*Bender*, 4th June—*Malacca*, *Glanorganshire*, *Acilia*, *Deucalion*, *Kick*, 7th June—*Annam*, *Kawachi*, *Maru*, *Ballaarat*, *Arara*, *Jupiter*, 11th June—*Kassow*, *Kongberg*, *St. Irene*, *Ershergor*, *Frans*, *Ferdinand*, *Erica*, *Glenlagan*, *Glenroy*, 14th June—*Banberg*, *Patroclus*, *Ernst*, *Simons*, 18th June—*Antenor*, *Indus*, *Awa Maru*, 21st June—*Bingo Maru*, *Edderton*, 25th June—*Mogul*, *Neckar*.
Homeward—14th June—*Pyrrhus*, 18th June—*Stuttgart*, *Banca*, *Dresden*, *Batavia*, *Meridian*, *Oceanic*, *Sithonia*, 25th June—*Canton*, *Preussen*, *Silyia*.

Arr

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|--------------------------------|--|------------------------------------|
| HITACHI MARU G. Anderson | MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID | TO-MORROW, 28th June, at Daylight. |
| ROSETTA MARU N. Tate | SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | TO-MORROW, 28th June, at 4 P.M. |
| KAWACHI MARU J. S. Thompson | KOBE and YOKOHAMA | FRIDAY, 5th July, at Daylight. |
| IDZUMI MARU M. J. Curran | VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | MONDAY, 8th July, at 4 P.M. |
| WAKASA MARU J. B. McMillan | MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID | FRIDAY, 12th July, at Daylight. |
| HIROSHIMA MARU T. Mura | MOJI, KOBE and YOKOHAMA | TUESDAY, 16th July, at Noon. |
| BINGO MARU F. Davies | KOBE and YOKOHAMA | FRIDAY, 19th July, at Daylight. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 25th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|-------------------------------|
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Thursday, 4th July, at Noon. |
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Tuesday, 30th July, at Noon. |
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Saturday, 24th Aug., at Noon. |

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 11th June 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships, "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 6th July, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

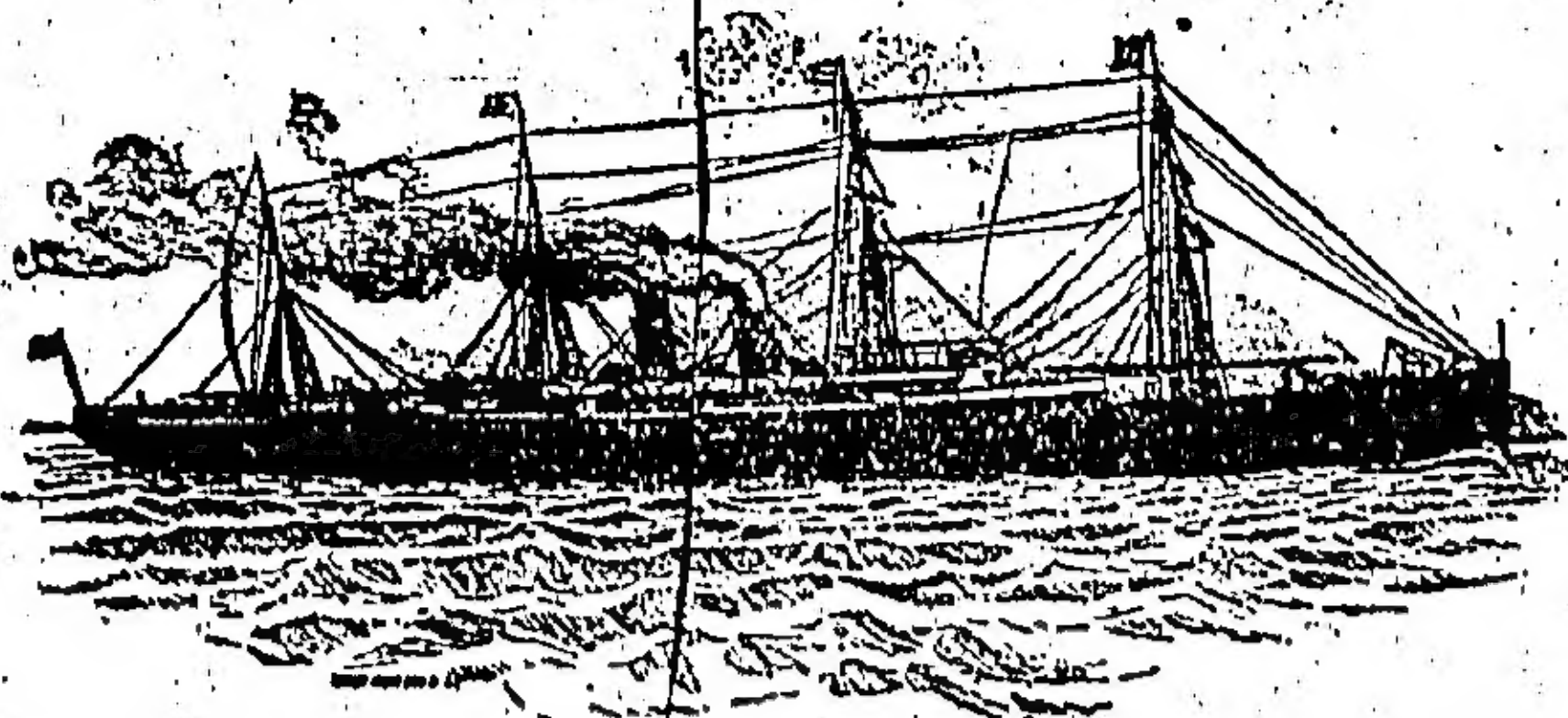
For through Rates of Freight and further information communicate with or apply to

ALLAN CAMERON, General Agent, or to

SHEWAN, TOMES & CO.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

| | |
|------------------|---------------------------------|
| "CITY OF PEKING" | SATURDAY, 13th July, at Noon. |
| "GABRIO" | TUESDAY, 23rd July, at Noon. |
| "CHINA" | TUESDAY, 6th August, at Noon. |
| "DORIC" | THURSDAY, 15th August, at Noon. |
| "PERU" | SATURDAY, 31st August, at Noon. |
| "COPTIC" | |

THE P.M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic, Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

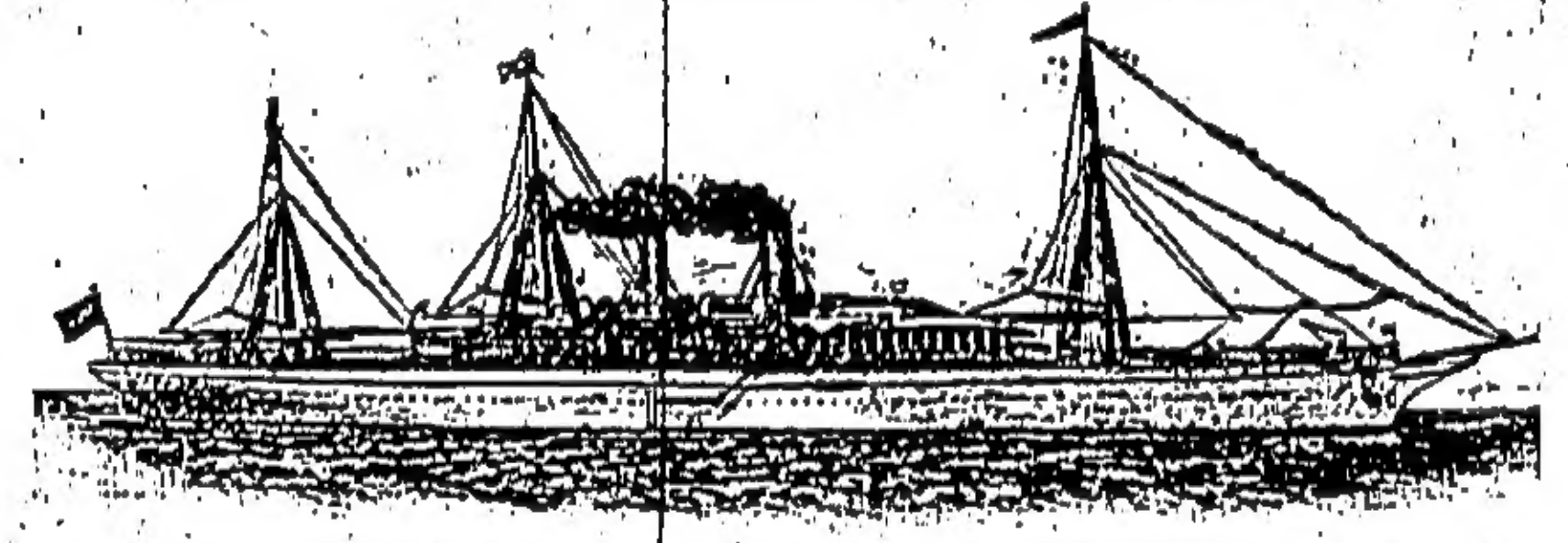
Merchants Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|--|-------------------------|
| EMPRESS OF JAPAN...Comdr. H. H. bus, R.N.R. | WEDNESDAY, 17th July. |
| EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. | WEDNESDAY, 27th August. |
| EMPRESS OF INDIA...Comdr. O. Marshall, R.N.R. | WEDNESDAY, 28th August. |

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. &c., apply to

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedlar's Street.

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------------------|--|------------------------|
| SAMBIA...Schmidt | HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO). | 12th July. } Freight. |
| WUERZBURG...Schneider | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG). | 26th July. } Freight. |
| ACILIA...v. Dühren | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). | 9th August. } Freight. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

| FOR | STEAMERS. | TO SAIL. |
|---|-------------|------------------------|
| SHANGHAI | "WHAMPOA" | 28th instant. |
| MANILA | "SUNSHINE" | 28th instant. |
| ILOILO and CEBU | "CHINKIANG" | 29th instant. |
| YOKOHAMA, KOBE and MOI | "TSINAN" | 2nd July. |
| BRISBANE, SYDNEY and MELBOURNE | "TAIYUAN" | 6th July. |
| MANILA | "TAIWAN" | On or about 14th July. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. | "TATWAN" | On or about 14th July. |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th June, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

| FROM | STEAMERS. | Due. |
|-----------------------|-------------|------------|
| GLASGOW and LIVERPOOL | "DEUCALION" | 30th June. |

S.S. "PELEUS" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, TO-MORROW, the 28th instant.

HOMEWARDS.

| FOR | STEAMERS. | TO SAIL. |
|--------------------------------|--------------|------------------|
| LONDON | "PROMETHEUS" | 13th July. |
| LIVERPOOL (DIRECT) | "ALCINOUS" | 23rd July. |
| (Taking Cargo at LONDON RATES) | "GLAUCUS" | About 15th July. |

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 27th June, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU," (3,411 Tons Gross, Captain N. Tate), will be despatched for the above Port, TO-MORROW, the 28th instant, at 4 P.M. This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA, Manager, NIPPON YUSEN KAISHA.

Hongkong, 21st June, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLEN GARRY," Captain J. S. Stevenson, will be despatched as above TO-MORROW, the 28th June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on SATURDAY, the 29th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 30th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," Captain J. Rafferty, will be despatched as above on or about the 10th July.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK," Captain J. Rafferty, will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SUNDA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. "Oceana" and "Persia."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 21st June, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND VLADIVOSTOK.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 21st June, 1901.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE," Captain Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed, at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 22nd June, 1901.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 28th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 22nd June, 1901.

Princeton, U.S. gunboat, 1,000 tons, 6
800 h.p. Com. Harry Knox at Shang

Scindia, U.S. cruiser, 7,500 tons, Comdr. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Co

Wheeling, U.S. gunboat, 1,000 tons, 6 p., 1,081 h.p., Com. W. T. Burwell, at *Manila*.
Wilmingion, U.S. cruiser, 2,222 tons, Capt. O. Allibone, at Hongkong.
Yorktown, U.S. gunboat, 1,710 tons, 6 p., 3,392 h.p., Comdr. C. S. Sperry, at *Manila*.
Yosemite, U.S. converted cruiser, 6,179 tons, 3,800 h.p., Capt. G. E. Itin, at *Manila*.
Zafiro, U.S. dispatch-vessel, 674 tons, Capt. A. Cotten, at *Manila*.

THE ITALIAN SQUADRON.
Calabria, Italian cruiser, 2,946 tons, Capt. Cantelli, Shanghai.
Elba, Italian cruiser, 2,720 tons, Capt. Cecchi, Shanghai.
Fiumana, Italian cruiser, Capt. Carlo N. Sestini, Shanghai.
Stromboli, Italian cruiser, 3,800 tons, Capt. Cecconi, Shanghai.
Vettor Pisani, Italian cruiser, 6,700 tons, V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS AND LORCHAS.
Fatshan, British steamer, 1,425, Lossie, Hongkong, Canton, and Macao Steam Co.
Ho-nam, British steamer, 1,377, H. D. J. — Hongkong, Canton, & Macao Steam Co.
Powah, British steamer, 1,873, A. N. Patri, Hongkong, Canton, and Macao Steam Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Canton, — Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, On Steamship Co.
Pak Kong, British steamer, — Kwong Wan Co.
Kong Nam, British steamer, T. Austin, R. — Chinese Owned.
Hongkong and Macao.
Heungshan, British steamer, 1,255, W. Clarke, — Hongkong, Canton and Macao Steam Co.
Macao and Canton.
Lungshan, British steamer, 141, G. F. Morrison, R.N.R., — Hongkong, Canton and Macao Steam Co.
Kiangtung, Chinese steamer, 552, R. J. Kenzie, China Merchant Steam Navigation Co.
Canton and West River.
Lungkiang, British steamer, 141, R. D. Thomas, — Hongkong, Canton and Macao Steam Co.
City of Whampoa, Chinese steamer, 409 tons, — Yon.
Sun Chien, Chinese steamer, — Ali Yon.
Hongkong and West River.
Saikong, British steamer, 259, D. Bowdler, — Kwong Wan Steamship Co.
Cheung Kong, V. Kun, 52, — Kwong Wan Co.
Lual Lum, British steamer, — Kai Hing & Co., Ltd., American branch.
Nanning, British steamer, J. J. Lossie, Hongkong, Canton and Macao Steamship Co. — J. M. & Co. and B. & S.

Lorchas and Schooners.
Kutzing-lorcha, 160, Reynolds, Hongkong and Canton, — Hung Kun Sing.

POST OFFICE.
A Mail will close:—
For Canton—*Per Honam*, to-morrow 28th instant, at 7.30 A.M.
For Haiphong—*Per Hongkong*, to-morrow 28th instant, at 9 A.M.
For Haiphong—*Per Tunan*, to-morrow 28th instant, at 9 A.M.
For Port Darwin, Thursday Island, C. town, Cairns, Townsville, Brisbane, Sydney and Melbourne—*Per Airile*, to-morrow 28th instant, at 11 A.M.
For Meiji, Kobe, Yokohama, Victoria, (and Tacoma), *Per Duke of Fife*, to-morrow 28th instant, at 11 A.M.
For Shanghai—*Per Fleung*, to-morrow 28th instant, at 11 A.M.
For Macao—*Per Pungshan*, to-morrow 28th instant, at 1.15 P.M.
For Shanghai—*Per Anping*, to-morrow 28th instant, at 2 P.M.
For Shanghai and Nagasaki—*Per Flint*, to-morrow, the 28th instant, at 2 P.M.
For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—*Per Rara*, to-morrow, the 28th instant, at 3 P.M.
For Manila—*Per Sungking*, to-morrow 28th instant, at 4 P.M.
For Singapore and Penang—*Per Nurra*, to-morrow, the 28th instant, at 4 P.M.
For Canton—*Per Falsam*, to-morrow, 28th instant, at 5 P.M.
For Yokohama and Kobe—*Per Silesia*, to-morrow, the 28th instant, at 5 P.M.
For Swatow, Amoy and Anping—*Per M. curu*, to-morrow, the 28th inst., at 5 P.M.
For Moji—*Per Arista*, to-morrow, the instant, at 5 P.M.
For Manila—*Per Diamante*, on Saturday 29th instant, at 11 A.M.
For Iloilo and Cebu—*Per Chinkiang*, Saturday, the 29th instant, at 4 P.M.
For Swatow, Amoy, and Foochow—*Per Thalos*, on Saturday, the 29th instant, at 5 P.M.
For Europe, &c., India, via Tutuicoria—*Sydney*, on Monday, the 1st July, at 11 A.M.
For Shanghai—*Per Leongneon*, on Monday the 1st July, at 5 P.M.
For Yokohama and Kobe—*Per Tilnan*, Tuesday, the 2nd July, at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—*Per Amara*, on Thursday, the 4th July, at 11 A.M.
For Brisbane, Sydney and Melbourne—*Per Chusan*, on Saturday, the 6th July, at 10 A.M.
For Europe, &c., India, via Tutuicoria—*Taiyuan*, on Saturday, the 6th July, at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney & Melbourne—*Per Taiyuan*, on Sunday, the 7th July, at 9 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—*Per Empress of Japan*, on Wednesday, the 17th July, at 11 A.M.

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